

9-3-99



To Whom it may Concern

My name is FRANK MEEKER
I am Ground Support mgr. at IFL EAST.
King Air 90 N338AS Arrived 9-1-99. They were
Regular Customers. George the Pilot requested
our Courtesy Van overnite. We Accomodated
that request. ON 9-2-99 George Arrived
before noon. He Came into HANGAR Talked
to myself, Brian, Lisa. He Requested a Vacume.
This Task was performed by Lisa. AT
that time We asked when departure and
if Fueling needed to be done. He said he
would advise us later on both. LATER
that afternoon George told me personally that
1930 would be departure time and to
Top all TANKS. I said all 4? He said yes
I told him we will Top Nacelles then wing
Tanks. He replied perfect. Because Fueling was
to be done after 5pm after my shift. I
Instructed my afternoon Crew man Jason Ward
to perform this Fueling at 1930. Top all TANKS.
I instructed Fill nacelles then Wings. Jason
Performed Fueling in that manne. JASON
used Jet Truck #4 from Metee #2. 282 gallon
Jet A was pumped onto plane. plane depaete
after 10PM.

THANK you

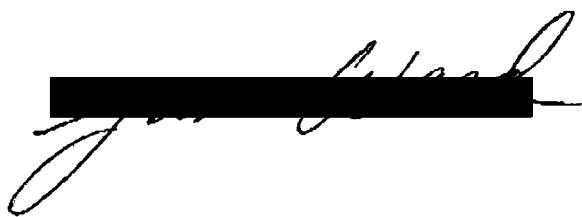
FRANK MEEKER

Frank Meeker Line Mag.



On Sept 2, 1999 the Line Crew manager, Frank Meeker, left written fueling instruction on the in house Flight Board for BG-90; N338AS.

At approximately 18:30 I received verbal instruction from our customer Service Representatives to start fueling the aircraft. After receiving this directive I fueled the aircraft from Jet truck 4 as instructed starting with both nacelle tanks, followed by the wing tanks. All tanks were filled with visual confirmation. The total amount of fuel placed in N338AS was 282 gallons. This was the only service I performed on this aircraft on September 2 1999.

A handwritten signature in black ink, appearing to read "John Meeker", is written over a thick black horizontal bar. The signature is cursive and fluid, with "John" on the left and "Meeker" on the right.